

CLUB  
FINE OLD  
SCOTCH WHISKY.  
The Best Value in the  
Market.  
(\$13.00 per dozen.  
H. PRICE & CO.,  
12, Queen's Road.

# The China Mail.

ESTABLISHED 1845.

BLATZ  
MILWAUKEE  
BEER.  
Per Case of 10 Dozen Pints,  
\$25.00.  
H. PRICE & CO.,  
12, Queen's Road.

No. 12,162

號三十月三年二零百九千一英

HONGKONG, THURSDAY, MARCH 13, 1902.

日四初月二年寅壬

PRICE, \$2.50 Per Month.

Business Notices.

AGENTS FOR THE CHINA MAIL.  
LONDON.—F. ALGAR, 11 & 12, Coleman  
Lane, Lombard Street, E.C. STREET  
& Co., 30, Cornhill. GORDON &  
GORDON, Ltd., 10, Abchurch Lane, E.C. 4.  
HENDY & CO., 81, Cannon Street, E.C. 4.  
SANDERSON & CO., 150 & 151, Leadenhall  
Street, W. M. WILLS, 151, Leadenhall  
Street, E.C. 4. ROBERT WATSON,  
150, Fleet Street, W. C. MITCHELL & CO.,  
Shane Hill, Holloway Road, N. 1.  
PARIS AND EUROPE.—MAYNARD,  
FAY & Co., 18 Rue de la Grange  
Boulevard.  
NEW YORK.—THE CHINESE EVANGELIST  
Office, 32, West 22nd Street.  
SAN FRANCISCO and American Ports  
generally.—DEAN & BLACK, San Francisco.  
AUSTRALIA, TASMANIA, AND NEW  
ZEALAND.—GORDON & GORDON, Mel-  
bourne and Sydney.  
CEYLON.—W. M. SMITH & Co., THE  
APPROPRIATE, Colombo.  
PATAVIA.—H. M. VAN DORP & Co.  
SINGAPORE, STRAITS, &c.—KELLY &  
WALSH, Ltd., Singapore.  
PHILIPPINE ISLANDS.—A. S. WAT-  
SON & Co., Manila.  
CHINA.—MURRAY & DE MEULE, Amoy.  
S. MOORE & Co., Ltd., Hongkong.  
BROOKFIELD & Co., Shanghai, LASE,  
CHAWFORD & Co., and KELLY &  
WALSH, Yokohama, LASE, CHAWFORD  
& Co., and KELLY & WALSH.

## For Sale.

ASKIFF CLAYE BUILT, CENTRE  
Oars, 14 ft. long, 16 ft. wide, 16 ft. deep.  
Apply to OFFICERS, H.M.S. "OR-  
LANDO"  
Hongkong, March 12, 1902. 544

FOR SALE  
HOUSES and LAND at the PEAK. For  
particulars apply to  
DUNN & BOWLEY,  
Solicitors, Supreme Court.  
Hongkong, September 28, 1901. 2907

FOR SALE  
A NEW RACING SADDLE, and  
Weight Cloth.  
Apply to "CHINA MAIL" Office.  
Hongkong, February 12, 1902. 304

## Wanted.

BRITISH NORTH BORNEO  
WANTED.  
AN EXPERIENCED FOREMAN for a  
Government Timber Mill. Must be  
thoroughly acquainted with the erection  
and management of Timber-cutting Ma-  
chinery. Forward copies of recent testimo-  
nials, and state salary required,  
to Director of Public Works,  
SARAWAK.  
Hongkong, February 3, 1902. 256

WANTED.  
IMMEDIATE ENGAGEMENT as GO-  
VERNESS Driver.  
Apply to "Y."  
Care of "CHINA MAIL" Office.  
Hongkong, March 4, 1902. 469

WANTED.  
A SMALL Well-Lighted Shop in QUEEN'S  
ROAD, CENTRAL.  
Apply to W. R.  
Care of "CHINA MAIL" Office.  
Hongkong, January 20, 1902. 221

WANTED  
FOR THE DIOCESAN GIRLS' SCHOOL,  
A WORKING MATRON. A good  
needle-woman preferred.  
Apply to  
MRS. FINEST SHARP,  
Care of E. H. SHARP, Esq.,  
18, Bank Buildings.  
Hongkong, March 7, 1902. 502

WANTED  
FURNISHED ROOMS with Board,  
on the level of China or Robinson  
Road. Reply, stating terms, etc., to  
"A. M."  
Care of "China Mail" Office.  
Hongkong, March 10, 1902. 519

BRITISH NORTH BORNEO  
WANTED.  
A POSTMASTER BRITISH NORTH  
BORNEO GOVERNMENT. A good  
CLERK Experienced in Postal Matters.  
Salary \$80 per month. Apply, giving  
full particulars and Testimonials, to the  
Secretary to the Governor, Labuan.  
Hongkong, February 17, 1902. 319

## SANITARY BOARD NOTICE.

IN View of the Prevalence of CHOL-  
ERA in Canton, the Public are here-  
by Warned against the Consumption of un-  
ripe or over-ripe Fruit, Uncooked Vego-  
tables and Unboiled Milk.  
By Order,  
G. A. WOODCOCK,  
Secretary.  
Hongkong, March 10, 1902. 425

THREE CHEERS FOR  
XMAS  
BHAGAT  
CAKES.  
MADE from PURE AUSTRALIAN  
BUTTER.  
10% Discount for Cash.  
H. RUTONJEE,  
No. 5, D'Almeida Street, H.K.,  
Nos. 39 and 40, Elgin Road, Kowloon.  
Hongkong, December 30, 1901. 2065

## Business Notices.

### W. S. BAILEY & CO.

Engineers, Shipbuilders, Boilermakers,  
Blacksmiths, and Brass and Iron Founders.

COAST AND RIVER STEAMERS, STEAM WATER BOATS, LIGHTERS,  
TUGS AND FAST STEAM-LAUNCHES.

Pumps, Packings, General Stores and Engineers' Tools of Every Description.

OFFICES & SALES-ROOMS. ENGINE & SHIPBUILDING WORKS,  
69 & 72, DES VEXES ROAD, CENTRAL. KOWLOON BAY.

W. S. BAILEY, MANAGER. E. O. MURPHY, WR. SC. A. M. MCHIE.

CONTRACTORS FOR ALL KINDS OF ENGINEERING WORK.

PLANS, SPECIFICATIONS AND TENDERS.

Consulting and Superintending Engineers and Surveyors. 2453

HONGKONG AND WHAMPOA DOCK  
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONSTRUCTING SHAREHOLDERS  
are requested to send in a Statement  
of Business contributed during the Half  
Year ended 31st December, 1901, on or be-  
fore the 15th inst., on which date the Ac-  
counts will be closed.  
By Order of the Board of Directors,  
THOS. I. ROSE,  
Secretary.  
Hongkong, March 1, 1902. 412

NOTICE.

I HAVE This Day Appointed Messrs.  
DARTY & CO. SUB-AGENTS for the  
MANUFACTURERS' LIFE ASSURANCE COM-  
PANY for Hongkong.

H. HERBERT HORSEY,  
Gen. Trav. Manager for the East.  
Hongkong, February 22, 1902. 378

NOTICE.

MEE CHEUNG,  
HIGH-CLASS PHOTOGRAPHER.

Developing and Printing for Amateurs.

ENLARGEMENTS A SPECIAL FEATURE.

BRANCH IN  
HONGKONG HOTEL CORRIDOR.

1587

LI KWONG LOONG,  
Cabinet-Maker and Art Decorator.

from Shanghai, has opened a  
FURNITURE STORE,  
at  
No. 17, QUEEN'S ROAD.

The only Shop in Hongkong, with this  
name, where HIGH-CLASS FURNITURE  
of every description can be made to order in  
any design required.  
Has been patronised by the Hongkong  
Club, Hongkong Hotel, Messrs. A. S.  
Watson & Co., Limited, Joint Telegraph  
Cos., and other leading Establishments in  
the Colony, to whom reference may be  
made as to the Furniture, &c., supplied.  
Messrs. A. S. Watson & Co. write as  
follows:—  
"We have pleasure in stating that Mr. LI  
KWONG LOONG furnished the  
"Annexe to our Dispensary and gave us  
every satisfaction."  
(SIGNED) A. S. WATSON & Co. Limited."  
Others punctiliously attended to and  
charges most moderate.  
For Sale Large Stock of High-Class  
Furniture, now on view.  
Hongkong, January 28, 1902. 208

BOARD AND RESIDENCE.

TANG YUEN,  
MACDONNELL ROAD, from 15th Jan-  
uary, Large, airy, and Well-furnished  
Rooms, Uninterrupted View of New  
harbour.  
Apply on Premises or FAIRALL & CO.,  
Queen's Road.  
Hongkong, January 9, 1902. 59

NAKAZAWA,  
DEALERS IN  
CLOISONNE, SAKUZA, LACQUERED  
AND  
BRONZE WARES,  
TEA SERVICES, PORCELAIN GOODS,  
PICTURE FRAMES  
AND ALL KINDS OF  
JAPANESE FINE ART CURIOS,  
AT MODERATE PRICES.  
11, BEACONSFIELD AVE.,  
AND 7, D'ALMEIDA STREET.  
Hongkong, January 27, 1902. 1627

HONGKONG HIGH-LEVEL TRAM-  
WAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.30 a.m. to 8.00 a.m. Every 10 minutes.

8.00 a.m. to 8.30 a.m. Every 15 minutes.

8.30 a.m. to 9.00 a.m. Every 10 minutes.

9.00 a.m. to 9.30 a.m. Every 15 minutes.

9.30 a.m. to 10.00 a.m. Every 10 minutes.

10.00 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.00 a.m. Every 10 minutes.

11.00 a.m. to 11.30 a.m. Every 15 minutes.

11.30 a.m. to 12.00 p.m. Every 10 minutes.

12.00 p.m. to 12.30 p.m. Every 15 minutes.

12.30 p.m. to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 1.30 p.m. Every 15 minutes.

1.30 p.m. to 2.00 p.m. Every 10 minutes.

2.00 p.m. to 2.30 p.m. Every 15 minutes.

2.30 p.m. to 3.00 p.m. Every 10 minutes.

3.00 p.m. to 3.30 p.m. Every 15 minutes.

3.30 p.m. to 4.00 p.m. Every 10 minutes.

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5.30 p.m. to 6.00 p.m. Every 10 minutes.

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4.30 p.m. to 5.00 p.m. Every 10 minutes.

5.00 p.m. to 5.30 p.m. Every 15 minutes.

5.30 p.m. to 6.00 p.m. Every 10 minutes.

## Business Notices.

### BELL'S ASBESTOS EASTERN AGENCY, LIMITED,

4 PRAYA CENTRAL  
(NEAR THE ENGINEERS' INSTITUTE).

PACKING OF EVERY DESCRIPTION,  
BOILER COMPOSITION,  
ENGINE AND OTHER OILS,  
ALWAYS KEPT IN STOCK.

ALL ARTICLES OF FIRST-CLASS QUALITY.

BRADLEY & Co., Managers.

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# BUBONIC PLAGUE.

## HOW TO DESTROY RATS!!

BUBONIC PLAGUE is a Disease among Rats and Mice, and they being migrating animals the infection is carried from house to house. It matters not how perfect the Sanitary Arrangements may be, if Rats and Mice are permitted to remain about the Premises the disease can be contracted. The best safeguard is to destroy Rats and Mice.

## NEWTON'S RAT CHEESE.

This is the only preparation ever compounded which will effectually rid your house of these pests, as well as keep the premises free from them.

All that is necessary to do is to sprinkle the powder about where rats and mice frequent, inside the holes or between floors. The rats eat it and then seek the sewers for water, when death is produced.

With NEWTON'S RAT CHEESE it is not necessary to mix with any other substance to induce the animals to eat it, but sprinkle about according to directions, and the Rat Cheese does the rest.

*The Rats will not die in the House after Eating NEWTON'S RAT CHEESE.*

## RATS AND MICE SPREAD DISEASES.

The fact has been scientifically established that rats and mice not only carry Bubonic Plague but also other infectious diseases, like Smallpox, Scarlet Fever, Diphtheria, etc. So the best protection against all such dangers is to keep rats and mice away from your house by using Newton's Rat Cheese. It is such a convenient article to use, no mixing with other substances is necessary.

*See that you get the genuine NEWTON'S RAT CHEESE.*

## WATKINS LIMITED,

CHEMISTS, AERATED WATER MANUFACTURERS,  
APOTHECARIES' HALL,

66, QUEEN'S ROAD CENTRAL, HONGKONG  
FACTORY—MASON'S LANE.

## WAI KIN TAI YEUK FONG.

冊藥大建威

Branches also at CANTON, SHANGHAI, HANKOW & PEKING.

### PRESENTATION TO MR. J. CHAMBERLAIN.

#### High Praise from Mr. Balfour.

London, February 13. The Corporation of London recently resolved to present the Right Hon. J. Chamberlain, Secretary of State for the Colonies (who has already had the freedom of the City conferred upon him), with an address, enclosed in a suitable gold box, in recognition of his statesmanlike qualities and patriotism, and the true interest he has shown in the welfare of the Empire. The presentation took place at the Guildhall today, and was made the occasion of a great function, a number of members of the Cabinet being present. Mr. Chamberlain, who was the recipient of a tremendous ovation, insisted in the course of his speech that, now the war in South Africa was drawing to a close, the nation must be careful that its emotions do not overpower its common sense. Mr. Chamberlain was afterwards entertained at luncheon by the Lord Mayor in the Mansion House. The Colonial Agents-General were not present at the luncheon, as they were only invited to attend the reception afterwards held by the Lord Mayor.

February 14.—In his speech on the occasion of the presentation made to him at the Guildhall yesterday, Mr. Chamberlain dealt principally with the situation in South Africa, and justified on the ground of self-preservation the harshness of the irreconcilable Boer leaders, who were the worst enemies of South Africa, and who had lately expressed a hope to have a fresh opportunity of sweeping the English into the sea. Mr. Chamberlain added, "We do not threaten even to show their property, but it is our duty to show that disloyalty does not always pay." At the subsequent luncheon at the Mansion House Mr. Chamberlain, in reply to the toast of his health, delivered a vehement eulogy of the imperialism and patriotism of the British colonies, and emphasised the watchword of the late Sir Henry Parkes:—"One people, one destiny." The Right Hon. A. J. Balfour, who also spoke, warmly eulogised his colleague at the Colonial Office, and declared that Mr. Chamberlain had gained a position in the world among British statesmen which was second to none.

### His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Grates.	L.H.P.	Captain.	Last reported at.
Albatross	despatch-ship	1700	—	3000	Comdr. Seymour R. Erskine	Hongkong
Albatross	battleship, 1st class	212,550	16	13,500	Captain W. W. Hewett, R.N.	Hongkong
Albatross	ship	1050	6	1400	Commander Walter Carey	Newchwang
Albatross	crusier, 2nd class	4300	10	5000	Captain J. Startin	Shanghai
Albatross	crusier, 1st class	11,000	10	18,000	Captain H. Cherry	Yokohama
Albatross	crusier, 2nd class	4350	10	9000	Captain C. J. Baker	Shanghai
Albatross	crusier, 1st class	9000	12	18,000	Captain P. H. Henderson	Amoy
Albatross	gunboat, 1st class	710	6	1300	Lieut.-Com. F. M. Leake	Hongkong
Albatross	gunboat, 1st class	710	6	1300	Captain H. M. Tait	Hongkong
Albatross	gunboat, 1st class	12,000	14	21,000	Master T. Passmore	Amoy
Albatross	gunboat, 1st class	330	—	300	Captain R. H. S. Sikes	Hongkong
Albatross	water tank and tug	5500	11	9000	Captain W. A. Faget	Amoy
Albatross	crusier, 2nd class	7350	12	10,000	Lieut.-Com. G. R. G. Hardy	Shanghai
Albatross	crusier, 1st class	363	3	200	Fleet Reserve	Hongkong
Albatross	3rd class coast defence	1070	10	1400	Comdr. H. J. Davison	Hongkong
Albatross	torpedo boat destroyer	1580	12	3200	Comdr. J. Graham	Singapore
Albatross	gunboat, 2nd class	455	4	300	Lt.-Com. C. B. B. B. B. B.	Hongkong
Albatross	battleship, 1st class	12,950	16	13,500	Captain W. A. Carr	Hongkong
Albatross	battleship, 1st class	12,950	16	13,500	Captain Lewis Wint	Hongkong
Albatross	torpedo boat destroyer	275	6	4000	Lieut.-Com. G. C. Hardy	Wanghai
Albatross	torpedo boat destroyer	1640	—	800	Fleet Reserve	Hongkong
Albatross	torpedo boat destroyer	3000	16	9000	Comdr. H. J. Davison	Hongkong
Albatross	crusier, 2nd class	220	6	3000	Fleet Reserve	Hongkong
Albatross	torpedo boat destroyer	220	6	3000	Lt.-Comdr. G. B. Powell	Yangtsze-Kiang
Albatross	river gunboat	180	4	800	Re-building	Hongkong
Albatross	river gunboat	180	4	800	Re-building	Hongkong
Albatross	ship	12,350	16	13,500	Captain W. G. White	Hongkong
Albatross	battleship, 1st class	5000	12	8500	Captain J. H. T. B. B. B.	Hongkong
Albatross	armed cruiser, 1st class	350	6	6500	Lt.-Com. C. P. Mansel	Hongkong
Albatross	torpedo boat destroyer	1015	6	7000	Comdr. W. H. Nicholson	Hankow
Albatross	crusier, 2nd class	3500	6	6500	Capt. Harry C. Reynolds	Hongkong
Albatross	surviving-vessel	180	2	240	Lt.-Com. Morris H. Smyth	Hongkong
Albatross	ship	85	2	240	Com. D. St. A. Wake	Hongkong
Albatross	river gunboat	580	6	1400	Lieut.-Com. G. G. Webster	Hongkong
Albatross	river gunboat	85	2	240	Lieut.-Com. Murray Lockhart	Nagasaki
Albatross	river gunboat	85	2	240	Lt.-Comdr. Worsley	Hongkong
Albatross	river gunboat	750	3	820	Fleet Reserve	Hongkong
Albatross	gun-vessel, 2nd class	250	6	6500	Captain F. C. Stanford	On a cruise
Albatross	torpedo boat destroyer	5000	11	9000	Comdr. Francis Powell, C.D.	Hongkong
Albatross	crusier, 2nd class	4550	6	6500	Lt.-Comdr. R. W. Dalgety	Shanghai
Albatross	receiving ship	180	2	300	Captain Percy Scott, C.B.	Hongkong
Albatross	crusier, 1st class	14,300	14	25,000	Temporarily employed surveying	Hongkong
Albatross	coast defence gunboat	363	3	200	Lieut.-Com. W. O. Lyne	Hongkong
Albatross	ship	980	10	1400	Lt.-Com. C. Mackenzie, D.S.O.	Hongkong
Albatross	surveying ship	620	—	450	Fleet Reserve	Hongkong
Albatross	torpedo boat destroyer	260	6	5000	Lieut.-Com. Hugh Somerville	Hankow
Albatross	coast defence ship, armoured	2750	2	550	Lieut.-Com. Chilcott	Shanghai
Albatross	river gunboat	150	2	550		

\* Flag of Vice-Admiral Sir Cyprian A. G. Bridge, K.C.B., Commander-in-Chief.  
\* Flag of Rear-Admiral Harry T. Grenfell, C.M.G.

### COUGHS AND COLDS IN CHILDREN.

RECOMMENDATION OF A WELL-KNOWN CHICAGO PHYSICIAN.  
I use and prescribe Chamberlain's Cough Remedy for almost all obstinate, persistent coughs, with direct results. I prescribe to children of all ages. Am glad to recommend it to all in need and seeking relief from colds and coughs and bronchial affections. It is non-narcotic and safe in the hands of the most unprofessional. A universal panacea for all mankind.—MRS. MARY R. BRETHERTON, M. D., Ph. D., Chicago, Ill. U. S. A. For sale by All Dealers. WATKINS Ltd., General Agents.

### DINNEFORD'S

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.



MAGNESIA

The Physician's Cure for Gout, Rheumatic Gout and Gravel.  
Safest and most Gentle Medicine for Infants, Children, Delicate Females, and the Sickening of Pregnancy.

### SECOND EDITION.

HISTORY OF THE CHURCHES OF INDIA, BURMA, Siam, THE MALAY PENINSULA, CAMBODIA, ANAM, THIBET, COCHINA AND JAPAN.  
Entrusted to the Society of the "MISSION PROPAGANDISTES."  
(Translated by EDWARD HARPER PARKER and Reprinted from "THE CHINA REVIEW.")  
PRICE ONE DOLLAR.  
In Sale at KELLY & WALSH, LTD.

**HOLLOWAY'S OINTMENT**  
Is an unfailing Cure  
**For Old Wounds, Sores, Piles, Fistulas, Bad Legs, Bad Breasts,**  
AND  
**EVERY FORM OF SKIN DISEASE.**  
Manufactured only at  
78, New Oxford Street, London. Sold by all Medicine Dealers.

**VINOLIA SOAP** Is unsurpassed for the complexion.  
**VINOLIA SOAP** Keeps the skin as soft as velvet.  
**VINOLIA SOAP** Lasts well, and does not dry or irritate the most sensitive skin.  
**VINOLIA SOAP** Is a luxury for the toilet.  
VINOLIA CREAM, for itching, prickly heat, sunburn, etc.  
VINOLIA POWDER, for Redness, Roughness, Toilet, Nursery, &c.  
SOLD EVERYWHERE.

UNTOUCHED BY HAND.  
**MELLIN'S FOOD**  
For INFANTS and INVALIDS.  
When prepared is similar to Breast Milk.  
MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

ADVERTISE  
ADVERTISE  
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The Life of Trade  
A ONE-TIME order, like one blow of a hammer on the head of the nail, makes an impression, but it is only the continuous insertion of the advertisement like the continuous pounding on the head of the nail, that drives the advertisement home and clinches it.

The BEST Medium for Advertising is  
China Mail  
Read by all Classes in the Colonies and undoubtedly the  
POPULAR & LEADING PAPER  
Established over Half-a-Century

TELEPHONE NO. 250.  
CABLE ADDRESS: "ACHEE," HONGKONG.  
AND CODE, 4TH EDITION.

ESTABLISHED 1859.  
**ACHEE & CO**

祥利廣  
17a Queen's Road.

**Furniture  
Dealers.**

**DRAWING-ROOM,  
DINING-ROOM,  
and BEDROOM  
FURNITURE.**

**ELECTRO-PLATED,  
GLASS and  
CHINA WARES.**

**PASTEUR'S MICROBE-  
PROOF FILTERS,  
ROCHESTER LAMPS,  
WHITE TURKISH  
TOWELS and  
COUNTERPANES.**

**COOKING RANGES,  
KITCHEN UTENSILS,  
and HOUSEHOLD  
REQUISITES.**

**Photo = =  
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Photographic Goods of  
Every Description.

**EASTMAN'S -  
KODAKS, FILMS,  
and ACCESSORIES.**

Developing and  
Printing Undertaken

We have fitted out an  
Establishment for the  
Sole purpose of execut-  
ing work for Amateurs.

**ACHEE & CO**

17a Queen's Road

CENTRAL.

A Few Doors East of Hongkong Hotel.

Telephone No. 155.



**JUBILEE and -**

**EL CAPITAN -**

**PILSENER BEERS**

Per Case of 1 Dozen Quarts, ... \$14.00  
Pints, ... 14.00

SOLE AGENTS,

**H. PRICE & CO.,**

458 17, Queen's Road.

**MEMOS. FOR TO-MORROW.**

Amusements.

9 p.m. Performance at the City Hall.

**General Memoranda.**

SATURDAY, March 15.

Tenders for Supplying of Provisions, etc., received in the R.N. Hospital up to 10 a.m.

10 a.m. Meeting of Members of the Hongkong Hockey Club, in the Chamber of Commerce, City Hall.

2.30 p.m. Auction of Postage Stamps, at Mr. V. L. Remedios's Sales Rooms.

5 p.m. Meeting of Perseverance Lodge, 8 p.m. Annual Dinner of Devonian Society at Hongkong Club.

Sunday, March 16.

Goals per Game not cleared at 4 p.m. on this date subject to rent.

Monday, March 17.

Goals per Game not cleared after Noon this date subject to rent and landing charges.

5 p.m. Extraordinary Meeting of the Members of the Hongkong Club.

6.30 p.m. Yearly Meeting of the Members of the Hongkong Club.

Tuesday, March 18.

Transfer Books of The China and Manila Steamship Co., Ltd., closed from this date to the 22nd instant, inclusive.

Wednesday, March 19.

3 p.m. Auction of Valuable Leasehold Property (in Two Lots), at Messrs. Hughes and Hughes's Sales Rooms.

Goals per Game not cleared after this date subject to rent.

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**BIRTH.**

At Shanghai, on the 8th March, the wife of John George, of a Son.

**DEATHS.**

On March 1, at the General Hospital, Kuala Lumpur, W. H. LAZE, aged 31 years.

At Greenock, on the 23rd of Jan., JAMES JOHNSON ANDERSON, late of Singapore.

The publication of this issue commenced at 5.10 p.m.

**The China Mail.**

HONGKONG, THURSDAY, MARCH 13, 1902.

**EDITORIAL COMMENT.**

It would appear that AUSTRALIA is taking far to London more interest in the by SIBERIA. Siberian Railway and its possibilities than the Europeans resident in Hongkong and other Far Eastern ports. We have before us a manifesto issued by 'The National Association to Federalise the Northern Territory (South Australia)' which contains some very suggestive ideas by no means incapable of realization. The first object of this Association with the cumbersome title is to collect data showing the necessity and desirability of federal control of the Northern Territory, the extent of which is 523,620 square miles. Its second object, to urge the immediate completion of the Trans-Australian railway from south to north to Port Darwin. It is in pursuance of this latter object, and in view of the approaching expiry of various Australian mail contracts and suggestions of subsidies for conveying mail matter from Australia to London via Vancouver and San Francisco, that the Association advocates the utilization of the Siberian route for express travelling and the conveyance of mails. As Hongkong, incidentally, is interested in the proposal, Hongkong and Manila being the stepping stones, so to speak, between Port Arthur and Port Darwin—our readers may like to read the statement embodied in the manifesto sent out by the National Association. It is as follows:—

Nearly 10,000 miles of the new route between Adelaide, Melbourne, Sydney, Brisbane, and London, are covered by railway. The recognised line opens for serious traffic at the end of 1903, and, being made and equipped, enables it to be used for passenger and light express trade between Europe and Australia. There seems no reason to doubt it will give easier, quicker, and cheaper traffic than at present by the all water route. Its existence as a complete route may be delayed for want of railway transport to the gateway; or, in other words, from the Southern Australian capitals to Port Darwin, but nevertheless, the great Siberian railway, which is destined to play a most prominent part in the economic history of the Far East and Australia, will prove such an important factor in the domestic traffic across the Australian continent as to make it certain that the completion of the line to Port Darwin will, before long, be undertaken. Political considerations apart, the entry of these two "trans-continental" lines, fed at both termini—Port Darwin and Port Arthur—by ships of the Atlantic type, able to maintain a speed with the regularity of a railway train, would ensure a twenty days' mail and passenger service all the year round between the Australian capitals and London. The railway from west to east, from the Atlantic to the Asian-Pacific, is a concrete fact. That its completion will have material influence on Australian interests in the future should be recognised. The quickest route between Australia and London will henceforth lie through Port Darwin and Port Arthur, the terminal ports of the two great railway systems.

At a meeting held in Melbourne on the 3rd of February, the resolution (six paragraphs of "Whereas" being cut out owing to lack of space) given below was passed, and copies sent to the Secretary of State for the Colonies, the Prime Minister of the Australian Commonwealth, the State Premiers, various Ministers, Ambassadors, and Consuls General, Chambers of Commerce (including Singapore, Manila and Hongkong), and everybody and every body likely to further the objects of the Association:—

Be it resolved, that in the opinion of this Association, the time has arrived when the Federal Government should have some defined course of proceeding in fostering a mail route which will reduce the ocean passage between Europe and Australia to a minimum, and which being the shortest in point of time most eventually become the cheapest, and in consequence the most frequented. That in view of the Trans-Port Arthur route possessing these advantages when open for traffic in 1903, the Federal Government be asked to assist, by a subsidy or postage on mail matter, the establishment of a British line of fast steamships of sufficient dimensions to develop a passenger and goods traffic. And for the purpose of the latter, to have insulated holds and equipped with the most improved refrigerating machinery, and required by contract to be of such speed to travel 45 knots per hour, to operate between Port Darwin and Port Arthur, or till such time that Port Darwin is connected by rail with the Southern Capitals—between Normanby and Port Arthur, calling at Hongkong and Manila en route. The time occupied on voyage between terminal ports, including stopping, to be limited to 8 days from Port Darwin and 9 days from Normanby, to attain as far as is practicable—a 20 days' express service between the Australian capitals and London. That the time occupied on voyage between terminal ports, including stopping, to be limited to 8 days from Port Darwin and 9 days from Normanby, to attain as far as is practicable—a 20 days' express service between the Australian capitals and London. That the time occupied on voyage between terminal ports, including stopping, to be limited to 8 days from Port Darwin and 9 days from Normanby, to attain as far as is practicable—a 20 days' express service between the Australian capitals and London.

mail contracts expire; and at the same time to requested to promise that any proposed new contract for the carriage of mails to London, whether the Imperial Government be the predominant partner in the contract or not, shall be subject to review by the Federal Parliament, and only come into force on the resolution of both Houses.

We do not condemn or commend the project. It is not at all unlikely that the Siberian Railway will have a great effect on Far Eastern conditions. The Suez Canal has wrought many revolutions, and taking a line from that reasonable man will be chary of dogmatizing as to what may take place in Far Eastern life during the next ten years. To some the Siberian route to Europe will never be attractive. But, on the other hand, the presence of Americans in the Philippines and the fact that Australians and Americans are both enterprising peoples and fond of travel, must not be overlooked. Both are young nations in a hurry. The tendency of the age is towards speed and the curtailment of time in travelling between given points. It is not improbable, therefore, that a majority of people in the Australian Colonies may vote for the use of the Siberian route for mail purposes, and if a fast steamship line is established between Australia and China, it is not outside the bounds of probability, assuming that the Siberian Railway is open all the year round and comfortable for travellers, that the Siberian route may become a favourite one with Australians and Far Eastern residents. We in Hongkong may hope that this Colony will be one of 'the taking off' points between the Continents. For when the trains of the Grand Trunk Railway of China start from Kowloon Railway Station and carry the traveller by way of Hankow and Tientsin to join the Manchurian and Siberian lines it should be possible to curtail the journey from Australia to London by a day or two. The possibilities are limited only by the imagination of the reader. The suggested scheme may never be realised; but to us in Hongkong it is comforting to know that whatever changes time may effect, Hongkong is likely to participate in any benefits, and those of us who survive cholera, plague, and the other evils which add zest to life in Hongkong, may yet hear the railway porter's cheery admonition to 'Change here for Manila, Australia and New Zealand!'

**LOCAL AND GENERAL.**

**News from the Philippines.**

The Philippines Tariff Bill has passed the Upper House.

The insurgent chief, Lukdon, has been captured.

The Commercial Union Assurance Company have opened business in Manila.

Mr Robert Brongh, Acting General Manager of the Manila Railway Company, Ltd., has died from fever. Deceased was a Scotchman, 45 years of age, and arrived in Manila in 1888.

The new Santa Cruz bridge, the most important engineering work brought to a successful finish since the American occupation, has been opened to traffic. Special ceremonies marked the occasion.

A Manila theatre was raided by the Police the other night and the proprietor arrested for exploiting Aguinid as a 'draw' on his posters. The performance was to take place under Emilio Aguinid's patronage, when he knew well that Aguinid would not and could not be present.

**French Mail Delayed.**

Mr de Champagnat, the local agent of the M. M. Company, writes to us as follows under this date:—I am informed that owing to the delay in her outward voyage, the Oceania will leave Yokohama on the 17th inst. only; in consequence, her departure from Hongkong will take place about the 27th inst.

**Bowling Match.**

The fourth competition for the new Challenge Shield for bowling teams representing the Hongkong Club and the Club Germania will take place on the alleys of the respective Clubs on Saturday and Monday, the 15th and 17th inst., commencing each evening at 5 p.m. The following teams will play on the Club Germania alleys on Saturday and on the Hongkong Club alleys on Monday:—

CLUB GERMANIA. HONGKONG CLUB.

G. Engel W. B. Walker

E. Volbrecht Capt. Warren, R.A.

F. Muller R. J. Gerrard

W. O. C. Spackhaver C. H. Gale

The following will play in the Hongkong Club on Saturday and in the Club Germania on Monday:—

CLUB GERMANIA. HONGKONG CLUB.

A. Rombach E. H. Hinds.

A. Thiessen F. Matheson.

F. Groning J. Hooper.

J. Wecker J. W. C. Bonnar.

The officials will be as under:—Umpire

—Hon. A. M. Thomson, Lieut. Owen.

R.W.F., C. H. Lammet, and A. Bue.

Scorers—Capt. Rotherham, R.W.F., G. A. Woodcock, E. Rupperecht and F. Koch.

Recorders—J. E. Lee and F. Lieb.

**LOCAL AND GENERAL.**

**Notes by the Way.**

The Tientsin A.D.C. have played 'The Magistrate' with great success.

Preparations are under way in Tientsin for the celebration of King Edward's Coronation.

The theft of telegraph wires has been going on extensively in the suburbs of Peking.

The French Mail of the 10th February was delivered in London on the 12th March.

The Japan Mail advises the Japanese Government not to endeavour to collect the house tax from foreigners by force, but to have the question arbitrated.

The debentures to the amount of one million yen issued by the Kawasaki Shipbuilding Co., Kobe, are reported to have been subscribed twice over.

The Nagsaki Press mentions with great regret the death on the 2nd inst. in the 65th year of Mrs Henry Stout, the oldest foreign lady resident of the port, who was beloved by all who knew her.

The erection of the monument to Baron von Kottler in Hatanin St., Peking, is proceeding well. Numerous blocks of marble are being used, each of which requires 25 to 125 horses to drag it from the quarries in the Western Hills to the city.

**France and Russia.**

The Car has renewed his invitation to President Loubet to visit Russia. It is believed that the President will arrive at Constantinople on the 10th of May.

**Shanghai Waterworks Dividend.**

We understand (says the N.C. Daily News) it is the intention of the Directors of the Shanghai Waterworks Co., Ltd., to recommend at the next annual meeting a final dividend of thirty-two shillings and sixpence per share for the past year.

**Singapore and the Coronation.**

At the last meeting of the Straits Legislative Council, the Hon. C. Stringer gave notice that at the next meeting he should move, that in the opinion of this Council the Colony should be represented at the Coronation of His Majesty the King by a gentleman at present residing in this Colony, and suggests for the consideration of H. E. the Governor the appointment of the Hon. C.W. Saeng Kynarsley, C.M.G., the Resident Commissioner of Penang and present Acting Colonial Secretary.

**Mr Chesney Duncan.**

A Singapore contemporary says:—Mr Robert Young, who has conducted the *Penang Gazette* for the past twelve months, is compelled, on account of the pressure of other business, to resign the editorship, but will continue a member of the directorate of the *Penang Gazette Press*. Mr David Brown has consented to undertake the editorial duties pending the arrival of Mr Chesney Duncan, who has been appointed Editor, and is expected there in a few weeks. (Mr Duncan is at present in the *New Press*, Shanghai).

**An Unsuccessful Company.**

The Shanghai Ice, Cold Storage, and Refrigeration Co., Ltd., reports a debit balance of Taels 155.68 on the past year's working. We make the following extracts from the report:—The Directors, as no doubt do the Shareholders, regret the poor result of the year's working. The exceptionally cool summer and the superabundance of Chinese ice were the principal causes of the falling off in the earnings of the Company. The Directors also regret that not only the public generally, but even the Shareholders do not support the Company as much as they should do, this during the past year was they be have mainly due to the cheapness of native ice. The Directors in conclusion wish to state that they are confident, given ordinary conditions, and with the support of the Shareholders, that the Company will be a paying concern.

**Kwangtung Affairs.**

The following translations of decrees dated 4th inst. are taken from the N.C. Daily News:—(1) Decree commending some and cashiering others of the local authorities of Kwangtung province, in response to a memorial of To Shou (Mandarin), Governor of said province. (2) Decree expressing regret at receipt of report from T. no Ma, Viceroy of the Two Kwang provinces, announcing the death, through illness at Canton, of Li Cheng-yung, High Commissioner of Mines in Szechuan province, who arrived a few months ago from that province for the purpose of organising capital from wealthy gentry and merchants of Canton for mining operations in Szechuan. In recognition of the previous services of the deceased, the posthumous honour of the brevet third Metropolitan (unattached) rank is bestowed upon him.

I have great pleasure in recommending Stearns' Wine of Cod Liver Oil and consider it one of the best tonics I have taken.

Yours truly,  
J. BOWNWICK.

61, Albany Road, Chertsey-cumhardy, England. Wholesale from A.S. Watson & Co., Ltd., Hongkong.

**LOCAL AND GENERAL.**

**The Dallas Company.**

After a performance of 'Zaza' at Shanghai on the 7th inst., Mrs Dallas, who played the title role on the occasion of her own benefit, was presented with a collection of silver souvenirs from the members of the Company. Mr D. Munro made the presentation. He stated that that was Mrs Dallas' last appearance on the Shanghai stage, as she proposed to retire from the profession on her return to her home in Devonshire.

**Philippines Coinage.**

It is a matter for congratulation, says the Manila Times of the 5th inst., that the Philippines will soon cease to be the exception among other colonies in the Far East in the matter of coining their own currency. Shanghai, Hongkong, Singapore, Java, Tonkin and Siam have each their own individual currency, and with the large commercial out-turn, which is increasing and will increase in these islands the necessity for a Philippine mint is daily becoming more urgent.

**The Water Supply.**

We are informed by the Director of Public Works that the population of that portion of the city between Queen's Road and the Prya, and extending from the Central Market to the Sailors' Home, is now being supplied with water brought from the mainland, in lighters, and pumped into three large tanks constructed on the Prya front. The water is drawn off into buckets through numerous large taps. Over a quarter of a million gallons are being supplied daily in this manner.

**Fever in Siam.**

The Bangkok Times of the 28th ult. says:—An epidemic of dengue fever is reported from Nakonchaisi. From Patongathani, Paknam, and other places round Bangkok, there have been reports recently of an epidemic of some other disease, but it is not at all evident what the disease is. In any case there have been a very considerable proportion of deaths. It cannot be dengue fever, as the symptoms are reported as different. Dengue fever, by the way, has penetrated north of Ayuthia and seems to be spreading. The people in the Interior say the infection comes from Bangkok.

**'Tommy' Groves.**

Captain Thomas Groves is, says the Manila Times, to take the new launch *Chit Keng* from Hongkong to Manila. His last charge—was the new river and harbour police launch *Bales*, built by the firm of the Messrs W. S. Bailey and Co., Hongkong. The *Chit Keng*, which is 105 feet long, is to be placed on the Coast Guard and Transportation Service. The Captain, according to our Manila contemporary, has made several of these hazardous trips across from Hongkong to Manila. This year alone he has safely piloted the launches *Eden*, *Knight*, *Gibson* and the *Bales* over the China Sea. 'Tommy' Groves is better known on the China coast, but he has many friends in Manila who respect his good qualities.

**Volunteers—Machine Gun Companies.**

The following are the details of the recent machine gun competition by the Machine Gun Companies of the Hongkong Volunteer Corps in the competition for the G. O. C.'s Shield, which was won for the second year in succession by 'C' Company (Captain Underwood), viz:—

I—Time taken to come into action and Complete Competition.

'A' Co. 'B' Co. 'C' Co.

12mins. 12mins. 12mins.

II—Marks for time.

## RECREATION NOTES.

The final for the Hongkong Football Challenge Shield falls to be played at Happy Valley on Saturday first, and ought to prove one of the best fought finals since the competition was instituted. The teams contesting are H.M.S. *Booby* and 'A' Co., Royal Welch Fusiliers, and none more worthy of disputing the honour of Shield holders, and certainly none more evenly matched, could be drawn to face each other in the final stage, and I anticipate the hardest struggle of the season, with the sailors getting home by the odd goal. The season had not gone far when the fine form shown by the *Booby* boys attracted the attention of the 'tipsters', and so far they have not disappointed expectations. Their games with the Rangers (two) and the Hongkong Football Club were great tussles, and events that will stand in the history of the game in Hongkong, and though only winning with a goal in hand they showed far smarter work on the ball than the vanquished, and tricks without 'silly' play. 'A' Co. are a team that has improved wonderfully as the year advanced, and though they beat the Hongkong F.C. at the beginning of the season, they seem to have been getting a lot 'up their sleeve' (ask 'H' Co.) They have height and weight in their favour, and if used judiciously this may win them the game on Saturday. They are particularly strong at back, Phillips showing grand form on each occasion I have seen his play; the half-backs, though not artistic, are a difficult lot to get round, and the forwards that beat them will have to bring all their knowledge and speed to bear. I.e. the game is fought out on a tight, free from foul play, and there will be a great treat in store for those who witness the tie. The appointed hour is 4.15, and Mrs. Stewart Lockhart will perform the important function of presenting the shield and badges to the winning team in the grand stand after the game.

Results of the following cup-ties will be brought out by the English mail arriving here on Saturday:

**ENGLISH CLUB.**  
Newcastle United v. Sunderland.  
Leeds City v. Derby County.  
Reading v. Portsmouth.  
Manchester City v. Notts Forest.  
Walsall v. Burny.  
Bristol Rovers v. Stoke.  
Sheffield United v. Bolton Wanderers.  
Southampton v. Liverpool.

It is a difficult thing to spot the winners in some of the ties, but I think the following odds should stand the next round:  
—Sunderland, Derby County, Portsmouth, Manchester City, Burny, Stoke, Sheffield United, and Southampton.

## SCOTTISH CLUB.

At Edinburgh, Heart of Midlothian v. Celtic.  
At Glasgow, Glasgow Rangers v. Kilmarnock.  
At Glasgow, Queen's Park v. Kilmarnock.  
At Falkirk, Falkirk v. St. Mirren.  
Of the above, I venture to select the Celtic, Rangers, Queen's Park and St. Mirren as the likely winners.

Ireland is to be congratulated on securing a win against Scotland in the Rugby International matches. When the football history of the past season is written, the most remarkable feature to be noted is the strange breakdown of the Scottish team. It was considered by the most competent critics at home to be one of the finest all-round teams ever placed upon the field, yet it has shown up badly. Writing after its defeat in Belfast, a Colombo critic says:—The Scotsmen of 1902, although they are the same team that carried off the triple crown in 1901, have fallen off sadly, or else the other three countries have improved immensely. For ourselves, never, we hold, has been more consistent in the English Championship than this year. The Scotsmen must be weak forward; it is the only explanation. A telegram to Scotland after the trouncing at Cardiff said:—'Forwards beaten to blazes', and so they were on Saturday at Belfast. Like a famous Ministry, the Scottish fifteen has been said to contain all the talents, and, certainly, there was not a dissentient voice heard north of the Tweed, unless it was to urge that team ought to have been found for Cranke, the Oxford skipper. Unless this great Scotch team, described by so good an authority as 'Dux of the Spectator' as 'the best international side I have ever seen', undergoes some radical changes, we may look with some confidence to the triumph of the Rose in the great game at Edinburgh next month (March).

Taking a line from the 'matches that have so far been played, the prospects of England at Edinburgh seem brighter than they have looked for many years, and there are things more unlikely than that England may hold in 1902 the Challenge Cup which she lost in 1897. It is not generally known that the English and Scottish 'Various' possess a Challenge Cup presented for annual competition some years ago by the Calcutta Football Club.

Since the above was written, I have been informed that the Club will play the Navy at the Happy Valley to-morrow, kick-off at 4.45 p.m. The following will play for the Club:—Back, Johnson; three-quarters, Another, Pearce, Smyth, and Robertson; halves, Jordan and Burke; forwards, Clark, Stanford, Halifax, Wolfe, Wilson, Bennett, Barnes, and McMurtrie (captain). This should be a grand game, and I shall be astonished if the Club lose.

What was the origin of Rugby football? The version given by the late celebrated antiquarian, Mr. M. H. Bloxam, is, says a writer in the *Public School Magazine*, the one most generally accepted. According to this there was no carrying of the ball before 1823, when a boy named Webb, Ellis, astonished his fellow-players by running with the ball, which he had caught, towards the opposite goal. According to the rule he should have kicked it from where the catch was made. The practice then introduced by Ellis—probably at the instigation of the other boys—did not at first catch on, for the boys of the school told us that in his time, 1844, K.C., although it was not actually abolished, a jury of Rugby boys of that day would almost certainly have found a verdict of justifiable homicide if a boy had been killed in running up. Afterwards, though, the action became more popular, thanks to the prowess of one Jim Macleod, a great football hero of 1848-50. We may take it then that to the late Ellis, a 'town boy' of 1823, the origin of the contesting game of Rugby football at the school in 1846, and was subsequently an exhibitioner of Brasenose, Oxford. Later he became rector of Lower Magdalen, in Essex, and died on January 24, 1872.

I am pleased to hear that the Hon. J. H. Stewart Lockhart has taken up the proposal to hold Amateur Athletic Sports, and that there is a prospect of Sports being held after all. If Mr. Lockhart takes the matter up, the success of the sports is assured. The lack of general support needed the V.R. Sports in recent years was quite justification enough for that Club abandoning the sports, which it had taken up only to fill gaps when the sports were dropped by the now defunct Athletic Association.

The Oxford and Cambridge boat-race will be rowed on Saturday, the 22nd inst.

I am pleased to see that my suggestion about another match between the Hongkong C.C. and Hongkong schoolboys has been taken up enthusiastically in some quarters. The Club should have no difficulty in acting upon the suggestion.

Mr. G. M. Billings, who was here with the Straits cricket team and took part in the Interport cricket tournament, arrived here yesterday by the *Kanaka Maru*. Mr. Billings, we believe, will be associated with Mr. W. D. Bradhead in the establishment of a school for the education of Chinese boys in western subjects, under Mr. Ellis Kaboros's scheme. If Mr. Billings remains in Hongkong he will be a decided acquisition to the Cricket Club.

I take the following paragraph from *M.A.P.*, but I do not ask anyone to believe it:

The keen feeling of the Australians in the recent test matches has given new life to the ancient tale of Spofforth and the swallow. Spofforth, who in his prime was as much of a demon as a bowler, was a demon bowler, but allowed his attention to wander during a game. 'Look out,' shouted the captain, Spofforth saw something black whizz towards him, and one of his lightning-quick eyes—'and a swallow. Many Englishmen affect to disbelieve the tale, but that it is possible is illustrated by the fact that our own veteran champion, 'W. G.' himself, has also done the same thing, though not when actually engaged in a match. While he was congratulating some wedding guests on the lawn of the London County Cricket Club ground at the Crystal Palace, the swallows began to fly low and fast from some adjacent caves, coming at one of the birds with his umbrella. 'W. G.' was surprised to note that, despite the pace of his flight he only just missed it. Remembering the Spofforth story, he laid down his umbrella, and when the next bird flew at him near essayed to catch it in his hand—and failed. Stuffed and mounted, with a suitable inscription commemorating the event, the bird, beneath a glass-plate, is now one of the ornaments of 'W. G.'s drawing-room at Sydenham, where (writes a correspondent) I saw it and heard the true tale concerning it for the first time last week. 'W. G.' has this winter returned to one of his old loves in the way of sport—following the bogies. There is much good sport to be found in the pleasant Surrey county, thickly populated though it is, and 'W. G.' who when he lived at Bristol, was a staunch supporter of the Glinton Hedges, is as keen a follower of the game little known as ever.

Mr. K. J. Key is taking a team of English cricketers out to India next cold season. Among those who have already promised to accompany him are: Messrs. Lionel Palairet, Leveson Gower, A. Rhodes, and J. H. Brain. Could not Mr. Key be persuaded to take his team home by Singapore, Hongkong, and Shanghai?

According to a New York Journal, Mr. Charles M. Sever, the president of the Steel Trust, plays golf at the rate of 15,974.44 dollars a game. Mr. Sever's salary is 31,918.88 dollars. As his working hours are estimated at six, and he had practically put in half a day at the golf and now pastime when he first tried it, it was at a cost of 16,974.44 dollars of Steel Trust time to say nothing of the 4 dollars caddy money and incidental expenses as the price of balls, golf rig, and clubs. It is safe to say, says the journal in question, that no more costly game of golf was ever played. (In our Hongkong silver currency that would run to about double the number of dollars—say, nearly \$32,000.) SPECTATOR.

**A GOOD COUGH MEDICINE.**  
[From the *Gazette*, *Troon*, *Australia*.]  
I find Chamberlain's Cough Remedy is an excellent medicine. I have been suffering from a severe cough for the last two months, and it has effected a cure. I have great pleasure in recommending it.—W. C. WICKES. This is the opinion of one of our oldest and most respected residents, and has been voluntarily given in good faith. He has always led his life in the most healthy manner, and is now a hale and hearty man, as was Mr. Wickes. This remedy is sold by all Dealers; WATKINS Ltd., General Agents.

## CORRESPONDENCE.

**HIGHER EDUCATION FOR CHINESE.**  
To the Editor of the 'CHINA MAIL.'  
Hongkong, 13th March.  
Sir,—After careful perusal of the petition by Dr. Ho Kai and others for a special English school for the children of the Chinese upper classes, the Governor's despatch to the Secretary of State relating thereto, and the correspondence published in the papers, I must add my vote against the proposal. The petitioners are clearly advocating class distinctions, and, such being the case, no wonder they command no public sympathy. In no school maintained at public expense should such distinctions be allowed to exist.

A correspondent signing himself 'Fair-play' to the *Telegraph* last night says that since the Government has undertaken the school given by Mr. Ho Kai and others for a special English school for the children of the Chinese upper classes, the Governor's despatch to the Secretary of State relating thereto, and the correspondence published in the papers, I must add my vote against the proposal. The petitioners are clearly advocating class distinctions, and, such being the case, no wonder they command no public sympathy. In no school maintained at public expense should such distinctions be allowed to exist.

PERLE ET CIE.

## IMPORTANT MOVE BY THE AMOY TAOTAI.

**Poll Tax to be Levied.**  
We have just learned that a passenger tax of a dollar per head is to be levied on all Chinese arriving at Amoy from ports South of Amoy. The tax is to come into force on Saturday, the 15th inst., and all ships having passengers for Amoy will be held responsible for the tax. It is stated that the new arrangement was submitted to all the foreign consuls at the Port who held a meeting with the Taotai and his advisers and ultimately assented to the imposition of the tax.

As the new tax is tantamount to another imposition on British shipping, British steamers being chiefly interested in this traffic, we learn that the matter has been brought before the Chamber of Commerce in Hongkong. The Chamber has interested itself largely in the matter, and has communicated with the Government on the subject and addressed the British Minister at Peking with a view of having this new hindrance to trade abolished. The fare from Hongkong to Amoy for Chinese ranges between two and three dollars a head, so it will readily be seen how much this extraordinary jump in passenger rates, will affect the various steamship companies concerned. The Commissioner of Customs at Amoy is to receive the money on behalf of the Chinese authorities.

A few interesting questions arise out of this new imposition, and it appears that, although the shipping firms of Amoy assented to the levying of the tax, the shipping firms of Hongkong, who are perhaps more independent, are to show some fight, and backed, as already stated, by the Chamber of Commerce, will probably take action to test the legality of the proceeding. Should a Chinese merchant leave the port for a couple of days, whether on business or pleasure, he must pay the extra dollar before he can return. Chinese travelling by junks will be immune from the tax, but shipping tariffs are so low and the safety and comfort of the journey so much superior by steamer as compared by junk that the companies will not lose much under this head. There seems a doubt as to whether the Island of Formosa comes under the new order. One shipping firm said it did and another that it didn't. The probability is that it does come under the order, but there is a difficulty. Taiwan being north of Amoy must be exempt, whereas passengers going from Taiwan will have to pay the tax. It was originally proposed, we learn, to inflict the tax on all outgoing passengers, but, in view of the fact that coolies and others left Amoy generally as hard up as the proverbial Chinese mouse and returned from a brief sojourn in the Straits and Hongkong full and with their pouches well lined with gold, it was agreed to reverse matters and inflict the tax on incoming passengers. The general opinion among shipowners is that the Taotai, when landed, income has probably been either severely cut by having to furnish a proportion of the indemnity for the Boxer outrages, has conceived this brilliant idea as a means of swelling his revenue and enabling him to square matters. The outcome of the representations that have been made will therefore be awaited with interest by all concerned.

**Allice Memorial Hospital.**  
The Hon. Treasurer of the Allice Memorial and Netherese Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—  
Butcherfield and Swire ..... \$100  
Hoong and Shing ..... \$50  
Jarline, Macdonald and Co. .... 100  
Reiss and Co. .... 100  
D. Sassoon, Sons and Co. .... 50  
Arnfield, Kibbey and Co. .... 50  
Carrington and Co. .... 50  
E. B. A. & Co. Telegraph Coy. .... 50  
D. Humpreys and Son ..... 50  
J. D. Hutchison and Co. .... 50  
Johnson, Stokes and Master .... 50  
Lau Wai Chuet ..... 50  
Lane, Crawford and Co. .... 50  
Meichers and Co. .... 50  
Meyer and Co. .... 50  
Nippon Yusen Kaisha ..... 50  
Reuter, Brockmann and Co. .... 50  
Standard Oil ..... 50  
Stimson and Co. .... 50  
Gawjee, Palanje and Co. .... 25

## SUPREME COURT.

**IN APPELLATE JURISDICTION.**  
(Before His Honor J. G. W. Forrest, Acting Chief Justice, and J. S. Forrester, Acting Justice.)  
Thursday, 13th March, 1902.

**A CHINESE PETITION.**  
Motion was made for leave to appeal from the decision of Sir John W. Carrington, C.M.G., delivered on 1st December, 1901, in the suit Thomas Howard and M. J. D. Stephens v. the Attorney General.

Mr. Morgan Phillips, barrister-at-law, appeared on behalf of the appellants. The case, it may be remembered, had reference to compensation for loss sustained by the plaintiffs by the construction of the Praya Reclamation in front of their property at West Point.

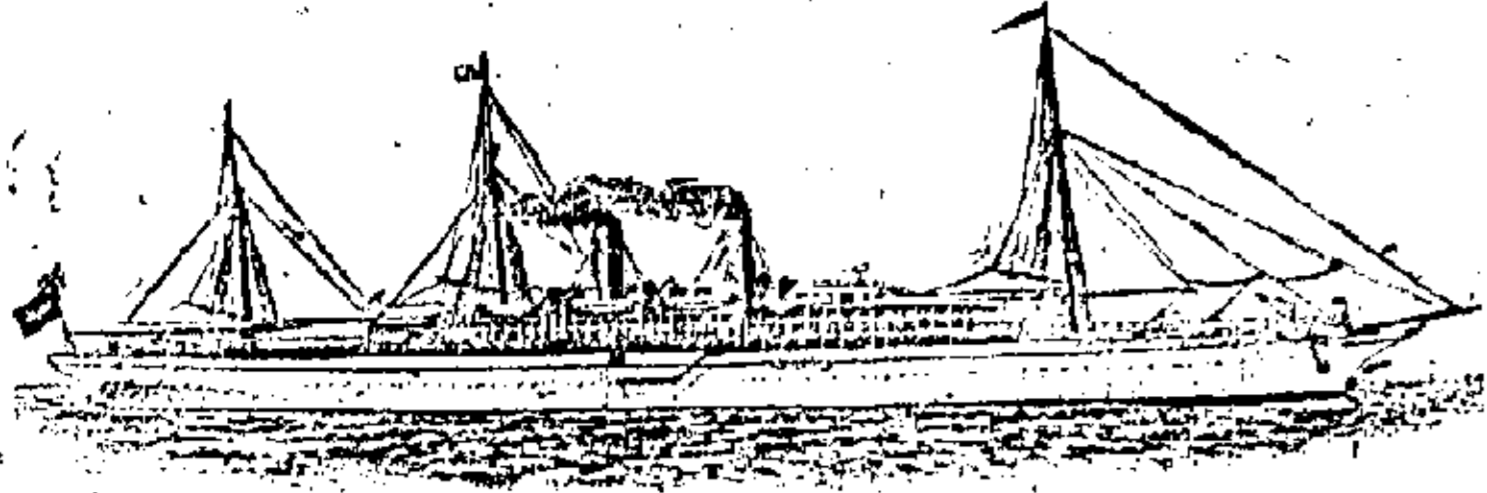
Mr. Phillips was proceeding to make a statement in connection with his motion when the Acting Chief Justice said he thought it was only right to point out that both members of the Court were present. He, as Acting Attorney General, advised the Government some years ago, and he believed his colleague was Acting Colonial Secretary at the time the judgment was made. And, as Mr. Phillips, the Attorney General, would be still more biased, he (Mr. Phillips) would be still more biased, he should say.

Mr. Phillips said his duty would probably be lightened by the fact that their Lordships would know the facts thoroughly.

The Acting Chief Justice said he did not know what he knew, as he was only there a short time.

Mr. Phillips, proceeding, said there was an absolute right of appeal against the decision of one judge, sitting alone. In the case of the Attorney General, the decision of the Court had been made by the provisions of the Code of Civil Procedure which, at section 608, stated that no appeal to the Full Court from any decision of the Court shall, except by the special leave of the Court, be allowed after a period of six months have elapsed. He did not propose to argue the point as to whether that section was so completely retrospective as to deprive his clients' right of appeal in this case, but he thought he would be allowed to show their Lordships that there were strong grounds why special leave might be granted to the application. Their Lordships would know that these proceedings were originally brought by his clients in respect of certain works which were done in connection with the Praya Reclamation. They did not agree with the order of the Ordinance and eventually an award was made by General Blake, the then Acting Governor, of \$12,000. His clients claimed an award of \$170,000. They at once took proceedings to have that award set aside, and the action under which this appeal had now been made, and of which the Attorney General was the defendant, came before Sir John Carrington in the end of 1900, and judgment was delivered on 1st December that year in favour of the defendant, the claim by the plaintiffs to set aside the award being refused. An affidavit had been filed in support of the motion by Thomas Howard. It stated that, after delivery of the judgment, Mr. Howard consulted the late Mr. Francis K.C., as to the advisability of appealing. Mr. Francis K.C. advised that, in appealing, the plaintiffs should present a petition for special leave to appeal to His Majesty the King. Acting upon such advice, he instructed Mr. Francis K.C. to prepare the petition, which Mr. Francis accordingly did, the petition being completed on the 24th January, 1901, and the period between the date of judgment and the date when the petition was completed, Mr. Howard frequently visited Mr. Francis and urged him on with the completion of the petition. The petition was forwarded by Mr. Howard to the London Agents on 14th September, 1901, for presentation to H.M. the King in Council. On or about the 20th January, 1901, his solicitors sent a letter which they received from the Hon. the Attorney General, enclosing a copy of a letter from C. S. 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## Shipping.

CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,  
VIA CANADA AND THE UNITED STATES.  
Callings SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)  
SAFETY—SPEED—PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.  
Sailing 3 to 7 Days across the Pacific.

## Proposed Sailings from Hongkong.

(Subject to Alteration.)  
EMPRESS OF CHINA, Comdr. F. BELTHAM, R.N., WEDNESDAY, 2nd April 1902  
TARTAR, R.M.S., Comdr. G. P. MARSHALL, R.N., WEDNESDAY, 2nd April 1902  
EMPRESS OF INDIA, Comdr. H. P. MARSHALL, R.N., WEDNESDAY, 14th May 1902  
ATHENIAN, R.M.S., Comdr. H. P. MARSHALL, R.N., WEDNESDAY, 21st May 1902

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the Trans-Pacific Railway, the CANADIAN PACIFIC RAILWAY, the ATLANTIC COAST LINE, and the CONTINENTAL PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, of which passengers to Great Britain and the Continent are given choice.

Passengers booked through to all principal ports, and AROUND THE WORLD. Return tickets to various ports at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES for those only engaged to Missionaries, Members of the Navy, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route enhance its PALATIAL STEAMSHIPS, second to none in the World, the LUXURANCE OF ITS TRANSCONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unexcelled.

## Special Extra Service.

The Company's Extra Steamships "ATHENIAN" and "TARTAR" have now been placed on the Line between CHINA AND JAPAN PORTS AND VANCOUVER, as additional sailings.

In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, and also Storage. The "TARTAR" takes First Class and Storage Passengers only. The run is usually made between YOKOHAMA AND VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to  
D. F. BROWN, General Agent,  
PRINCE STREET, HONGKONG, March 13, 1902. 1112

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COLOGNE, LONDON, GERMANY, LIVERPOOL, GERMANY, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

## PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR GENOA AND HAMBURG.

CALLING AT SINGAPORE.

S.S. Arcona, Capt. S. A. S. 25th March, 1902 Freight.

FOR MARSEILLES, HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. Kronprinz, Capt. Mayer, 26th March, 1902 Freight and Passengers.

FOR NEW YORK.

VIA SUEZ CANAL.

S.S. Arcona, Capt. Mayer, 28th April, 1902 Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. Kronprinz, Capt. Mayer, 30th April, 1902 Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. Kronprinz, Capt. Mayer, 2nd May, 1902 Freight.

For further particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE.

PORTLAND AND ASIATIC  
STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG TO SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, PORTLAND, OREGON, SEA OF JAPAN, MOBI, KOBE &amp; YOKOHAMA; FUE

OPERATING IN CONNECTION WITH THE OREGON RAILROAD &amp; NAVIGATION CO.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

Hongkong, 1st March, 1902.

NIPPON YUSEN KAISHA.  
(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers.	Destinations.	Sailing Dates.
KAMAKURA MARU, E. PETERSEN.	KOBE & YOKOHAMA.	FRIDAY, 14th March, Daylight.
IDZUMI MARU, C. H. BUTLER.	BOMBAY, Via SINGAPORE and PENANG.	FRIDAY, 21st March, at Noon.
SANUKI MARU, W. TOWNSEND.	MARSEILLES, LONDON, and ANTWERP, Via SINGAPORE, PENANG, COLOMBO and PORT SAID.	SATURDAY, 22nd March, Daylight.
IYO MARU, S. J. G. PATERSON.	VICTORIA, B.C., and SEATTLE, U.S.A., Via SHANGHAI, MOBI, KOBE and YOKOHAMA.	MONDAY, 24th March, at 4 p.m.
HIROSHIMA MARU, J. NORA.	MOBI, KOBE & YOKOHAMA.	TUESDAY, 25th March, at noon.
KAGOSHIMA MARU, K. KORI.	BOMBAY, Via SINGAPORE and COLOMBO.	FRIDAY, 28th March, at Noon.
YAWATA MARU, A. E. MOSES.	NAGASAKI, KOBE and YOKOHAMA.	FRIDAY, 28th March, at Noon.
INABA MARU, W. BARNERIDGE.	KOBE & YOKOHAMA.	FRIDAY, 28th March, Daylight.
KINSHU MARU, F. L. PYLE.	VICTORIA, B.C., and SEATTLE, U.S.A., Via MOBI, KOBE and YOKOHAMA.	MONDAY, 7th April, at 4 p.m.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and ATLANTIC STEAMERS.  
For further information as to Freight, Passage, Sailings, Etc., apply at the Company's local Branch Office at Prince's Building, 1st Floor, Charter Road.

Hongkong, March 12, 1902.

A. S. Mihara, Manager.

## Shipping.

## IMPERIAL GERMAN MAIL LINE

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.  
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SINGAPORE AND GIBRALTAR TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PORTS IN RUSSIA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers.	Sailing Dates.
KIAUTSCHOU * .....	WEDNESDAY, 19th March.
BAYERN * .....	WEDNESDAY, 2nd April.
STUTTGART * .....	WEDNESDAY, 16th April.
KONIG ALBERT * .....	WEDNESDAY, 30th April.
PRINZESS IRENE * .....	WEDNESDAY, 14th May.
PRINZ HEINRICH * .....	WEDNESDAY, 28th May.
HAMBURG * .....	THURSDAY, 12th June.
SACHSEN * .....	THURSDAY, 26th June.
KIAUTSCHOU * .....	THURSDAY, 10th July.
KIAUTSCHOU * .....	THURSDAY, 24th July.
BAYERN * .....	THURSDAY, 7th August.

\* Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 19th day of March, 1902, at Noon, the Steamship KIAUTSCHOU, of the HAMBURG-AMERIKA LINIE, Captain LEONHARDT, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on Monday, the 17th March, Cargo and Specie will be received on Board until 5 p.m., on Tuesday, the 18th March, and Parcels will be received at the Agency's Office until Noon on Tuesday, the 18th March. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

Norddeutscher Lloyd.

For further Particulars, apply to Melchers &amp; Co., Agents.

1917

## NORTHERN PACIFIC STEAMSHIP CO.

Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.

FOR VICTORIA, B.C., AND TACOMA

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Steamer.	Tons.	Captain.	Proposed Sailing.
Victoria .....	3502	J. Patton .....	Mar. 15, 1902
Bismarck .....	3001	W. Watt .....	Mar. 26, 1902
Olympic .....	2877	J. Traubridge .....	April 5, 1902

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES OF THE UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £52.

Excellent accommodation. First class Table. Doctor and Stewardess carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma. Driving Car is attached to trans-continental trains day and night. Tacoma to New York in 4 days. Magnificent scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.

HONGKONG TO VICTORIA, TACOMA, £35.

The best route to the Klamath Gold Fields. Frequent sailings from Victoria, Tacoma to VERA and ST. MICHAEL.

Rates of Passage to other Ports on application.

Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to

Dodwell &amp; Co., Limited, General Agents.

Hongkong, March 8, 1902. 422

## OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

For	STEAMER	LEAVING
TAMISU, Via SWATOW AND AMOY.	DAIJIU MARU, T. OURA.	SUNDAY, 16th March.
ANPING, Via SWATOW AND AMOY.	MAIDZU MARU, T. SAKO.	WEDNESDAY, 19th March.
TAMISU, Via SWATOW AND AMOY.	DAIJIU MARU, T. KIRINO.	SUNDAY, 23rd March.
FOUCHOW, Via SWATOW AND AMOY.	ANPING MARU, K. SUGIYAMA.	WEDNESDAY, 26th March.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a daily qualified Doctor is carried.

All Steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered at Lloyd's.

Steamers will call alongside the Co.'s Wharves at the Customs' water-front premises at Tsimshui to land all passengers and cargo.

OSAKA SHOSEN KAISHA.

For Freight, Passage and further information apply to

The MITSUI BUSSAN KAISHA.

AGENTS.

Hongkong, March 13, 1902. 2579

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMER	TO SAIL
SHANGHAI .....	KADAN .....	15th March.
AMOI AND MANILA .....	TATIAN * .....	15th March.
MANILA .....	TATIAN * .....	29th March.

PORT DARWIN, THURSDAY 15th. LAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY, and MELBOURNE.

\* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. A daily qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

AGENTS.

## OCEAN STEAMSHIP COMPANY

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL .....	DION .....	26th March.
GLASGOW AND LIVERPOOL .....	MACHON .....	2nd April.
GLASGOW AND LIVERPOOL .....	ACHILLES .....	11th April.
GLASGOW AND LIVERPOOL .....	ACHILLES .....	17th April.

FOR

LIVERPOOL DIRECT.

(Taking Cargo at London Rates.)

LONDON .....



